(b) and (c) Yes, Sir. The problem can be partially addressed by replacing unmanned level crossings with road under bridges. Ministry of Railways has decided and delegated powers to Zonal Railways to provide 'Limited Height Subways' of cost upto Rs. 50 lakhs in replacement of manned/ unmanned level crossings where such construction is technically feasible and the State Government agrees to close the level crossing. This policy is also applicable for manned/unmanned level crossings falling over North Western Railway including Rewari-Sadulpur, Sadulpur-Bikaner, Jaipur-Ringus-Luharu, Phulera-Ringus-Rewari, Ratangarh-Degana and Udaipur-Himmatnagar routes.

Construction of Road Under Bridges in lieu of existing level crossings shall be duly considered with due undertaking from the State Government.

Shortage of staff in Bhopal railway zone

†3339. MISS ANUSUIYA UIKEY: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that there is a shortage of staff in all categories against the sanctioned strength in Bhopal railway zone;

(b) the number of vacant/filled posts, category-wise;

(c) whether employees have to work over time as posts are lying vacant;

(d) whether safety of railway and passengers is not compromised as a result thereof; and

(e) the action being taken by his Ministry for filling these sanctioned posts and by when these sanctioned posts would be filled?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) There is no Bhopal Railway Zone. Bhopal Division is a part of West Central Railway Zone. The reply with respect to Bhopal Division is as under:

Railways have been adopting modern technology in various facets of railway working which leads to reduced requirements of manpower in certain activities and need for manpower in newer areas. The category-wise number

†Original notice of the question was received in Hindi

of vacant/filled posts is not maintained centrally. However the approximate total number of vacant posts in Bhopal Division is 1663 and the on-roll strength is 16708 as on 01.04.2007.

(c) and (d) While monitoring the staff strength, due emphasis is kept on erficiency and safety of running trains, so that the desired quality of output is achieved by employing optimum number of staff. Due to exigencies of work it may become inevitable to book staff on overtime so that the services of railways are not unduly hampered.

(e) Filling of vacancies is a continuous process. Vacancies are filled primarily through open market recruitment and vacancies in the promotional grade are filled through departmental promotions.

Electrification of rail routes

†3340. SHRI KALRAJ MISHRA:
SHRI KRISHAN LAL BALMIKI:

Will the Minister of RAILWAYS be pleased to state:

(a) the policy of his Ministry regarding electrification of railway divisions;

(b) whether it is not appropriate that maximum railway divisions are electrified;

(c) the number of proposals sent by the Government of Rajasthan regarding electrification of railway divisions; and

(d) their present status thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Policy for Electrification of Railway tracks/divisions is as under:

Electrification projects are considered primarily on economic considerations excepting projects justified as operational necessity. The criteria/guidelines being followed in this regard are as under:

(i) Each electrification project will be justified on Rate of Return, which should exceed 14% with the Discounted Cash Flow (DCF) method.

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